

# **BookletChart<sup>TM</sup>**

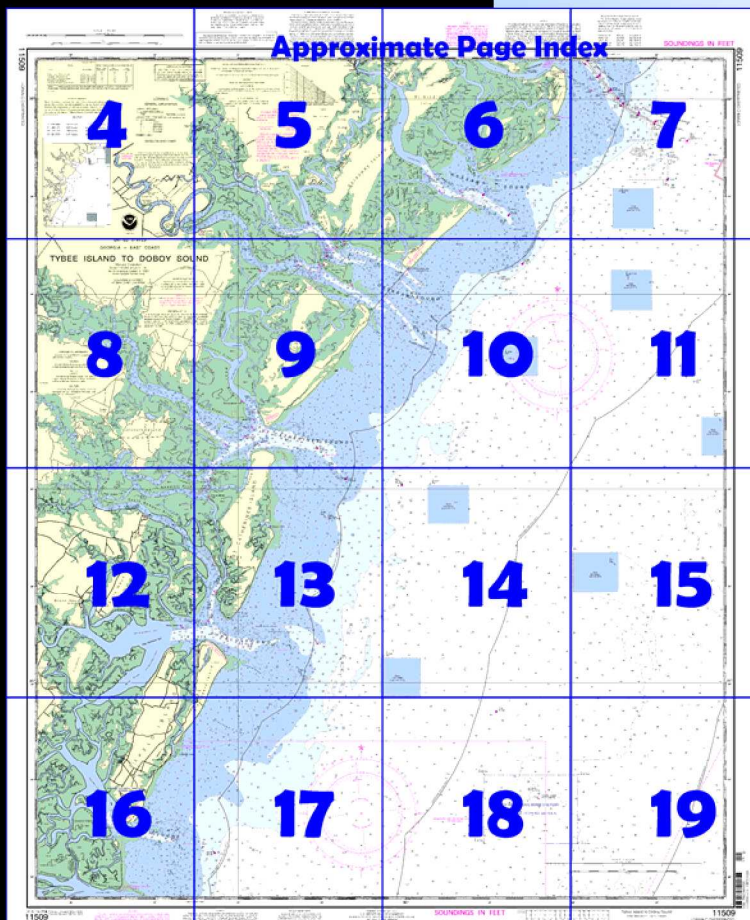
## ***Tybee Island to Doboy Sound***

(NOAA Chart 11509)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



**Home Edition (not for sale)**





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

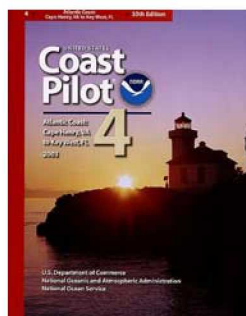
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 4, Chapter 8 excerpts]**

(6) Caution must be observed along this section of the coast because of the inshore sets caused by the numerous rivers and sounds.

(7) Private lighted and unlighted buoys mark several fish havens that have been established as much as 27 miles offshore along this section of the coast.

(13) On the north side of Tybee Island, the **South Channel** of the Savannah River extends from **Cockspur Island** to Elba Island

where it joins the main channel. The east entrance is marked by lights. The east entrance had a depth of 2 feet, thence 5 feet to the junction with the Intracoastal Waterway. A Bell Buoy 17 in about 32°02'09"N., 80°50'48"W. **Fort Pulaski National Monument** includes Cockspur and McQueens Islands. **Tybee Coast Guard Station** is on the north side of Cockspur Island. The Intracoastal Waterway crosses the South Channel

through Elba Island Cut. The highway bridge crossing the channel between Cockspur and McQueens Islands has a clearance of 10 feet.

(14) **Tybee Island**. An inside approach to the beach is made from South Channel through **Lazaretto Creek** and **Tybee Creek**. Route 80 highway bridge crosses Lazaretto Creek; clearance is 35 feet. The controlling depth in Lazaretto Creek was 6 feet from South Channel to 0.2 mile south of Route 80 bridge; thence 3 feet to the junction with Tybee Creek; thence 10 feet in Tybee Creek to Tybee Island.

(15) Small craft occasionally transit the Tybee Inlet entrance. Due to breakers and dangerous, shifting shoals, caution is advised when transiting the area.

(16) In December 1986, a partially submerged wreck was reported about 0.3 mile south of the bridge in about 32°00'40"N., 80°53'00"W.

(17) **Chimney Creek** extends north from Tybee Creek. A fish camp on the creek has berths with electricity, gasoline, water, ice, limited marine supplies, and a 4-ton lift. 2 feet was in the creek, but local knowledge is advised.

(18) The remaining portions of Tybee and Little Tybee Islands are generally low and marshy. Several creeks flow into the sea, but their mouths are obstructed by shoals with crooked channels of 2 to 3 feet in depth.

(20) The entrance to **Wassaw Sound** is 9.5 miles southward of Tybee Light (32°01.3'N., 80°50.8'W.). Shoals extend offshore a distance of 4 to 4.5 miles from the entrance, forming a shifting bar. The depth was 10 feet through the marked bar channel. The entrance, used only by small boats, is marked by a lighted buoy and the bar channel by lighted and unlighted buoys. A private unlighted buoy marks a fish haven about 5 miles eastward of the entrance buoy.

(23) After crossing the bar at the entrance to Wassaw Sound, a channel with depths of 19 to 38 feet leads through the southern part of the sound and for 6 miles up Wilmington River to the Intracoastal Waterway. The channel is marked by lights in its southern part.

(24) The tidal currents in Wassaw Sound reach 2.2 knots.

(25) **Bull River** mouth is obstructed by shoals. The depth was 10 feet from the mouth through St. Augustine Creek to a junction with the Intracoastal Waterway. The entrance is marked by a daybeacon. Route 80 bridge, 5.7 miles above the mouth, has a clearance of 20 feet.

(26) **Wilmington River** flows into Wassaw Sound from northwest. **Turner Creek**, which connects the Wilmington and Bull Rivers, had a depth of 3 feet until near its junction with **Richardson Creek** where it dries. Route 80 bridge over Turner Creek has a clearance of 35 feet.

(27) Two highway bridges crossing Richardson Creek 2.3 miles from its eastern entrance have a minimum clearance of 5 feet. Boatyards and marinas on the creek can handle craft to 24 feet for hull and engine repairs. Gasoline, diesel fuel, pumpout, water, and ice are available at several of the marinas and piers along the creek. Berthing with electricity and wet and dry storage is available. The velocity of the tidal current at the entrance to Wilmington River varies from 1 to 2 knots.

(32) **Ogeechee River** flows into the western part of Ossabaw Sound. The river drains an extensive area and is subject to flood conditions which continually change the channel. Navigation to the Seaboard System Railroad bridges, about 27 miles above the sound, is possible with local knowledge. The depth was 6 feet to the first railroad bridge. This bridge has a clearance of 14 feet. The second railroad bridge has a clearance of 4 feet down and 41 feet up.

(33) A dock with a reported depth of 10 feet alongside is at **Fort McAllister** 11 miles above the river entrance; gasoline, ice, and supplies are available.

(34) The currents in the Ogeechee River and Ossabaw Sound have considerable velocity, particularly the ebb setting out of the river.


(65) **Grays Reef National Marine Sanctuary** has been established to protect and preserve the live bottom ecosystem and other natural resources of Grays Reef. The sanctuary comprises a 16.7-square-mile area about 18 miles east of Sapelo Island.


# Table of Selected Chart Notes

Corrected through NM Oct. 18/08  
Corrected through LNM Oct. 14/08

**HEIGHTS**  
Heights in feet above Mean High Water.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

  
Pipeline Area

  
Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

For Symbols and Abbreviations see Chart No. 1

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 4 for important supplemental information.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.787" northward and 0.626" eastward to agree with this chart.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**INTRACOASTAL WATERWAY**  
Use chart 11507. The channel markers are not shown hereon except where the Intracoastal Waterway crosses a charted natural waterway. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Savannah, GA	KEC-85	162.400 MHz
Baxley, GA	WXM-65	162.525 MHz
Jesup, GA	WXJ-28	162.450 MHz
Brunswick, GA	WWH-39	162.425 MHz
Waycross, GA	WXX-75	162.475 MHz

**NOTE B**  
**CAUTION**  
The entrance to Wassaw Sound is subject to frequent change. Buoys 4, 6, and 8 are not charted as they are frequently shifted in position.

**LORAN-C**  
**GENERAL EXPLANATION**

LORAN-C FREQUENCY.....100kHz  
PULSE REPETITION INTERVAL  
7980.....79,800 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators).  
M.....Master  
W.....Secondary  
X.....Secondary  
Y.....Secondary  
Z.....Secondary

EXAMPLE: 7980-Y

**RATES ON THIS CHART**

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

**PRINT-ON-DEMAND CHARTS**  
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

**HURRICANES AND TROPICAL STORMS**  
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

**COLREGS:** International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: ---

**NOTE S**  
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

**NOTE X**  
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

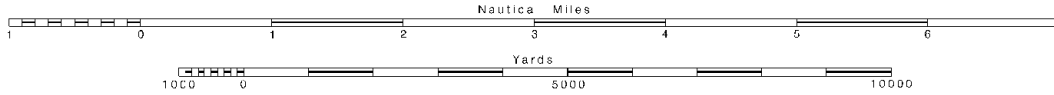
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Sapelo Island, Doboy Sound	(31°23'N/081°17'W)	7.4	7.0	0.2
Savannah River Entrance	(32°02'N/080°54'W)	7.5	7.1	0.2
Egg Islands, Ossabaw Sound	(31°50'N/081°05'W)	7.8	7.4	0.2
Walburg Creek Entrance	(31°41'N/081°09'W)	7.6	7.3	0.2
Blackbeard Island, Sapelo Sound	(31°32'N/081°12'W)	7.5	7.1	0.2
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a> . (Oct 2008)				



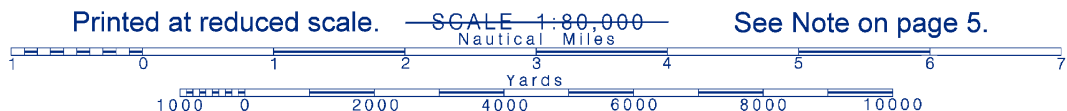
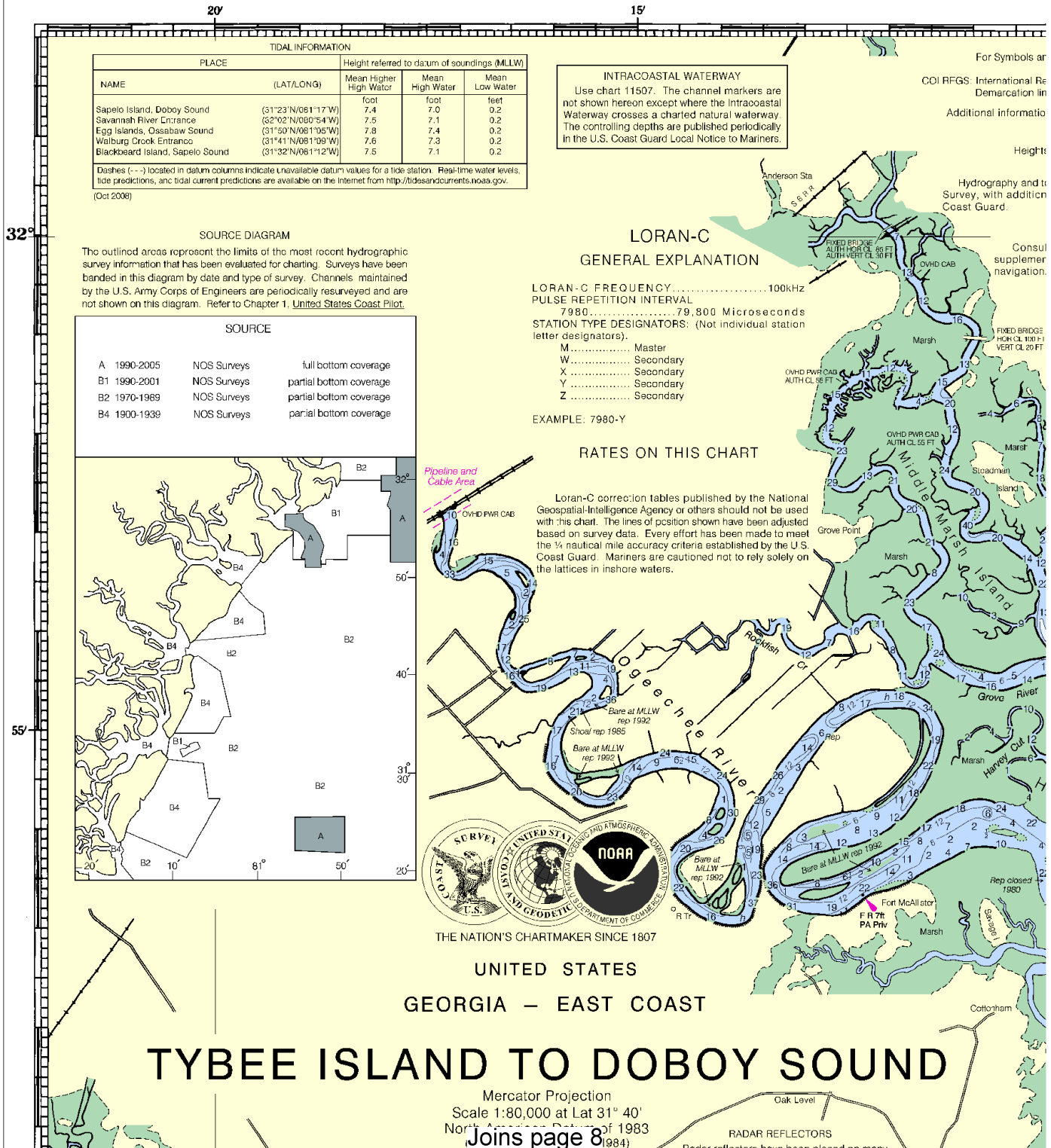
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SCALE 1:80,000



11509

LORAN-C OVERPRINTED



Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



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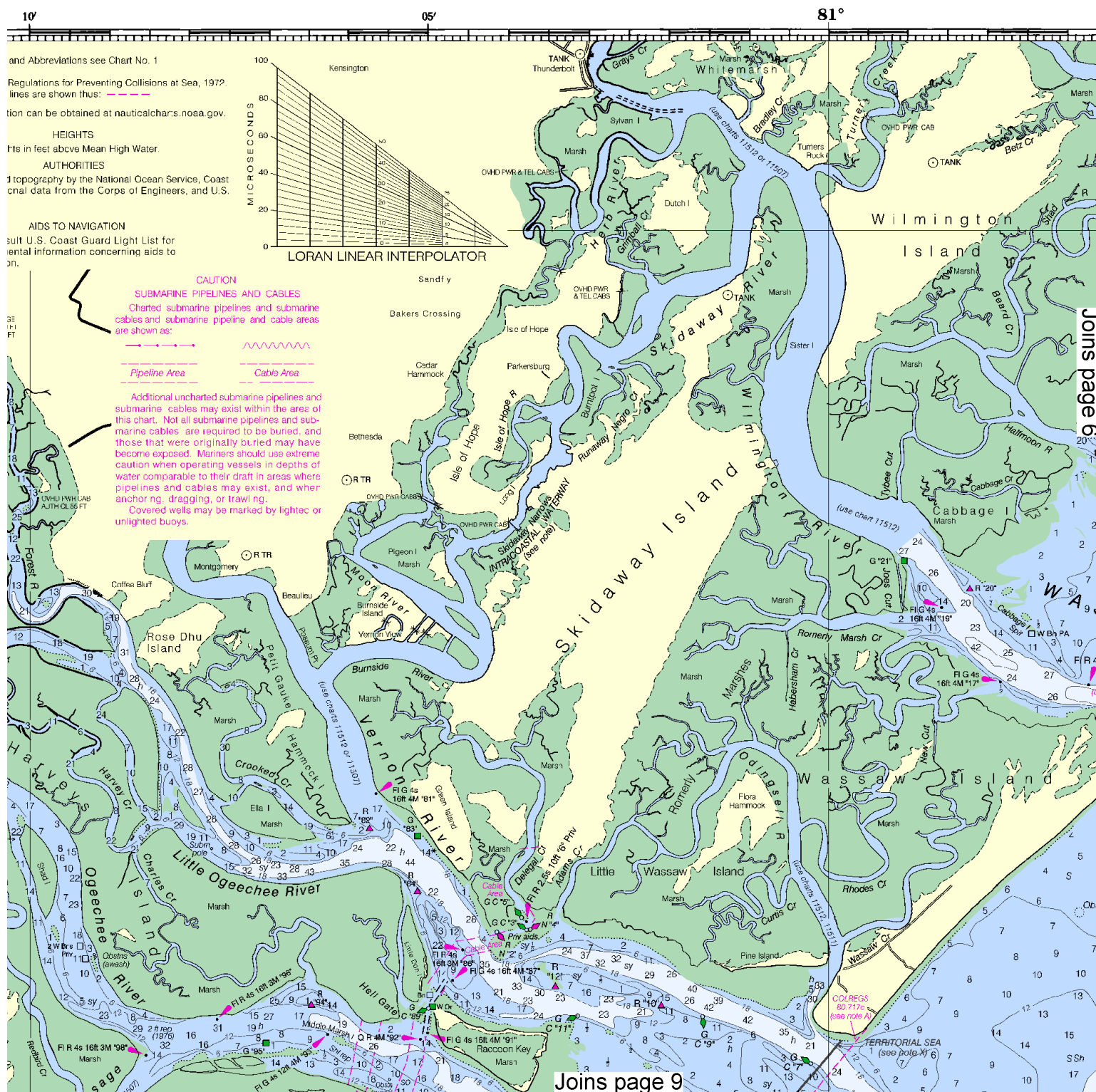
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Formerly C&GS 1241, 1st. Ed., May 1921 G-1939-505 KAPP 254



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

# HURRICANES AND TROPICAL STORMS

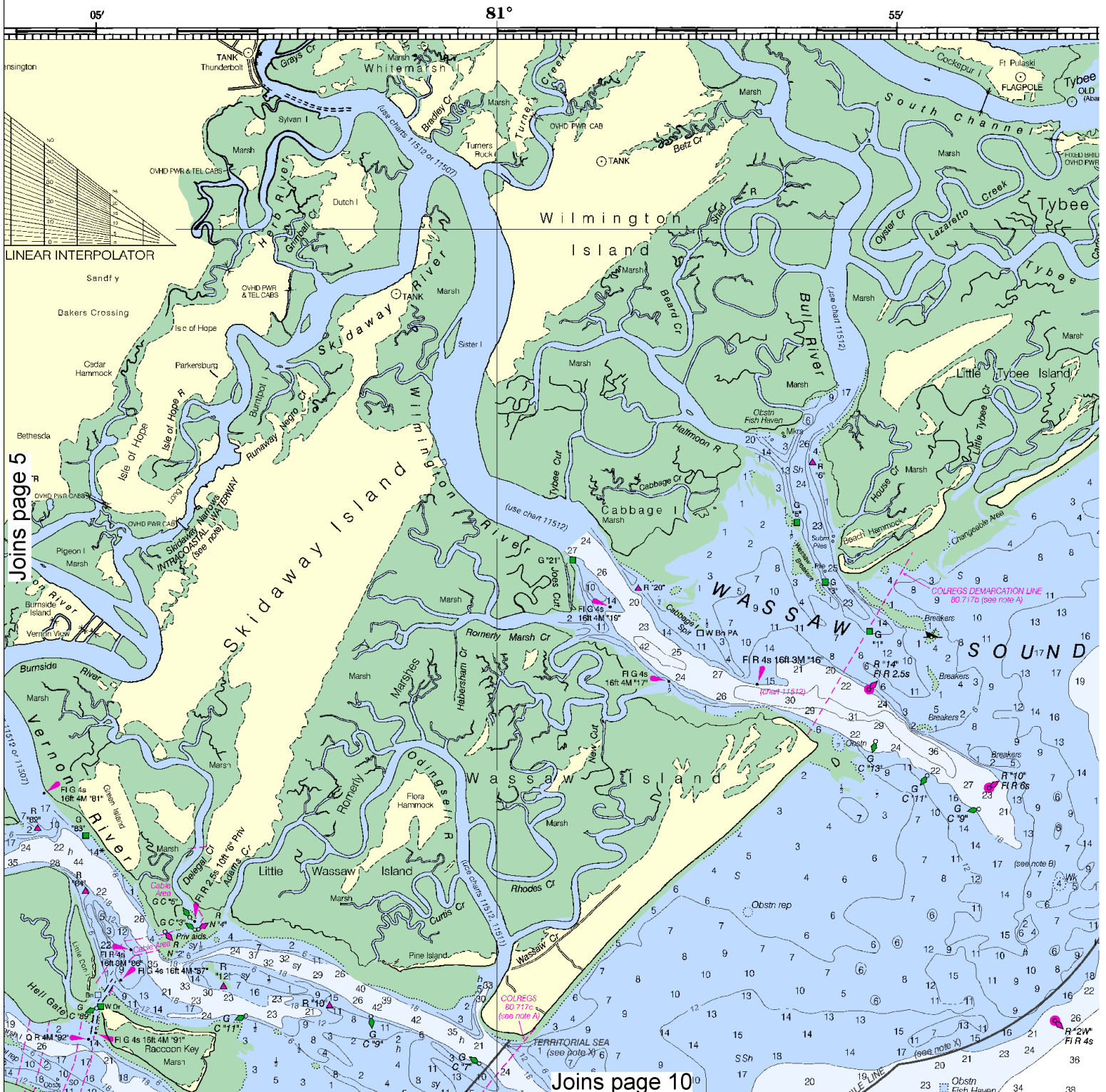
tropical storms and other major storms may cause damage to marine structures, aids to navigation and moored vessels in submerged debris in unknown locations. Soundings, channel depths and shoreline may not reflect actual conditions during these storms. Fixed aids to navigation may have been destroyed. Buoys may have been moved from their charted positions, sunk, extinguished or otherwise made inoperative. Do not rely upon the position or operation of an aid to navigation. Obstructions and submerged obstructions may have been displaced. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report navigation discrepancies and hazards to navigation to the United States Coast Guard unit.

Formerly C&GS 1241, 1st. Ed., May 1921 G-1939-505 KAPP 254

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Savannah, Georgia. Refer to charted regulation section numbers.

With some Florida outer limit of Florida most ca jurisdiction mile Unless 1 to modify



Joins page 5

Joins page 10

6



Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.





# NOTE X

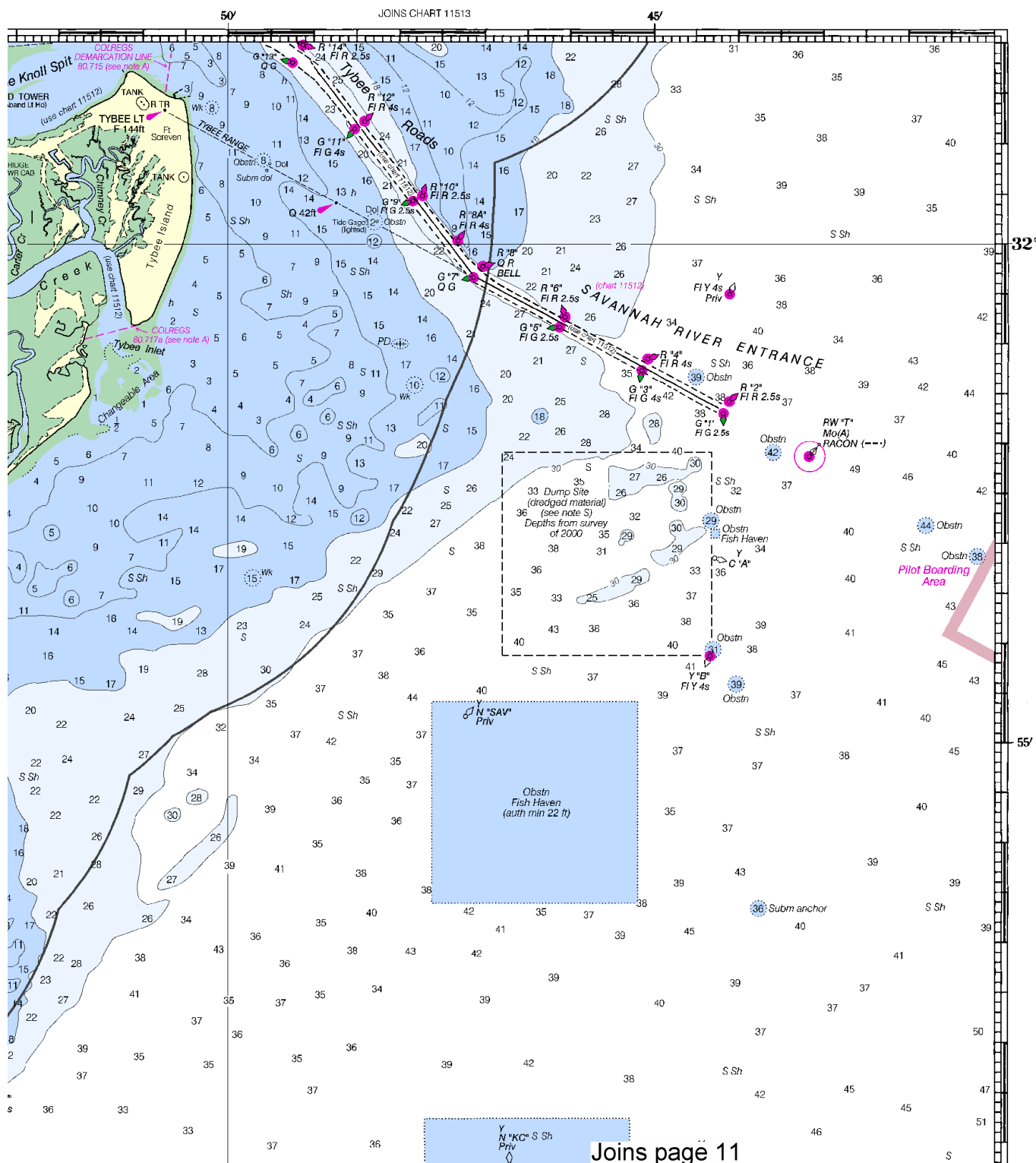
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Brunswick, GA	WWH-39	162.425 MHz
Waycross, GA	WXK-75	162.475 MHz

## SOUNDINGS IN FEET



11509  
LORAN-C OVERPRINTED

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: n/a .

7

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES  
GEORGIA — EAST COAST

# TYBEE ISLAND TO DOBOY SOUND

Mercator Projection  
Scale 1:80,000 at Lat 31° 40'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## RADAR REFLECTORS

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## WARNING

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**SUPPLEMENTAL INFORMATION**  
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**CAUTION**  
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## NOTE B CAUTION

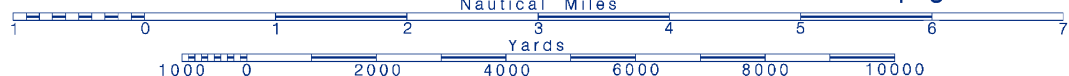
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Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

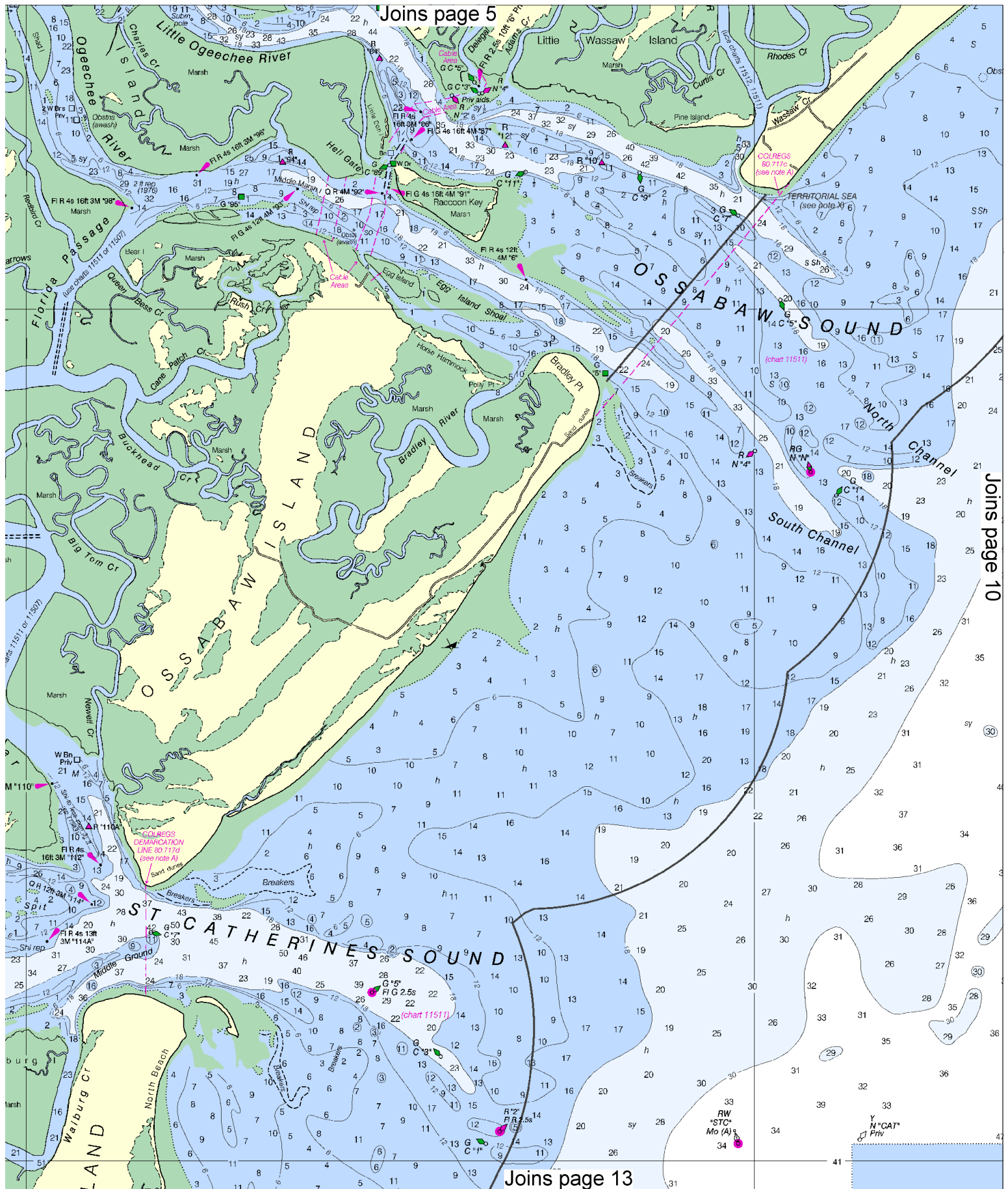
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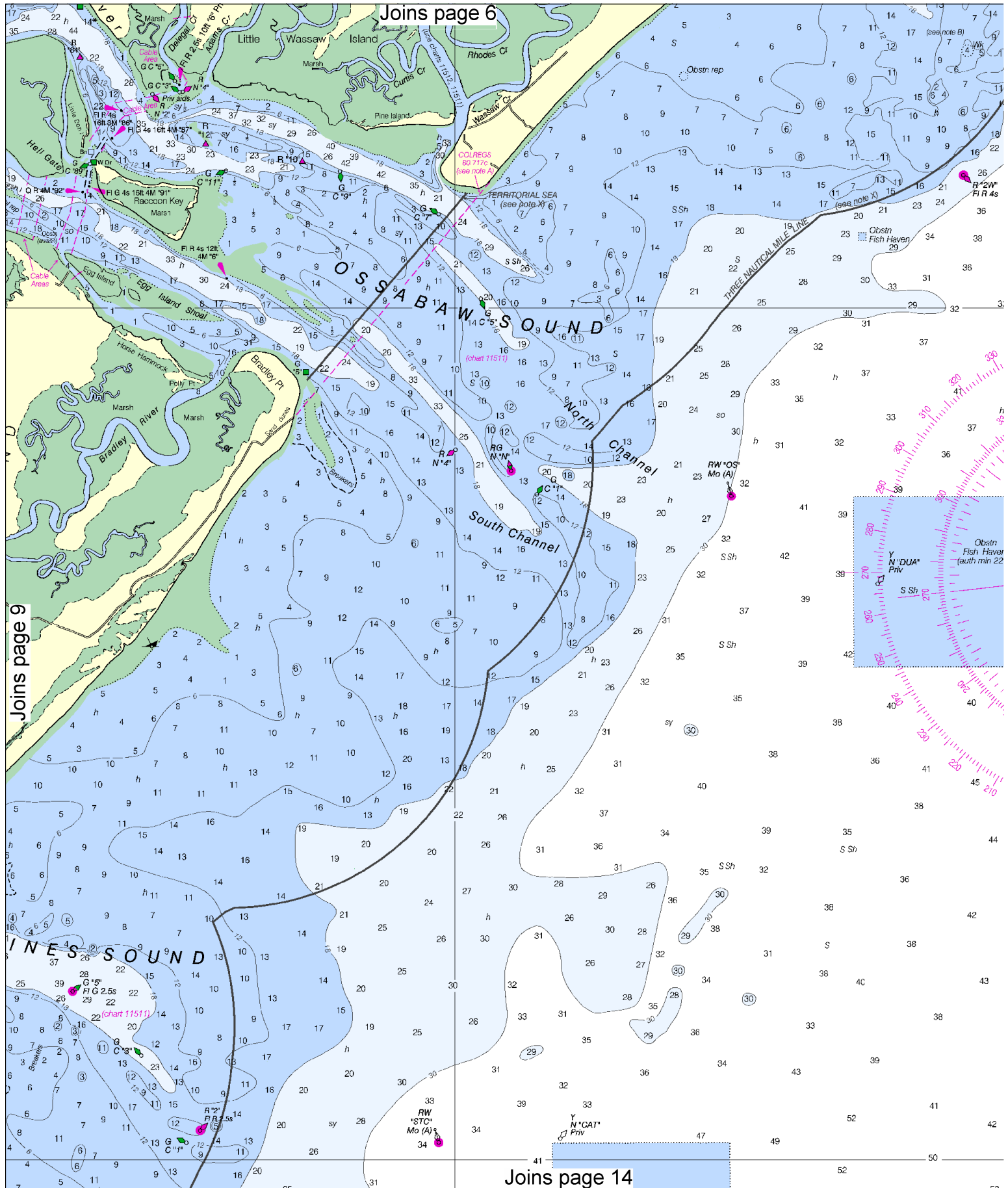


North

8





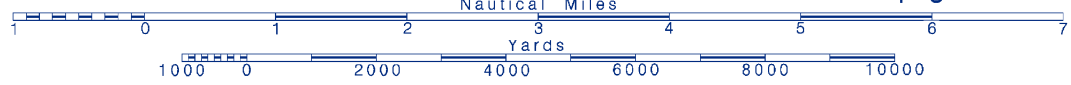


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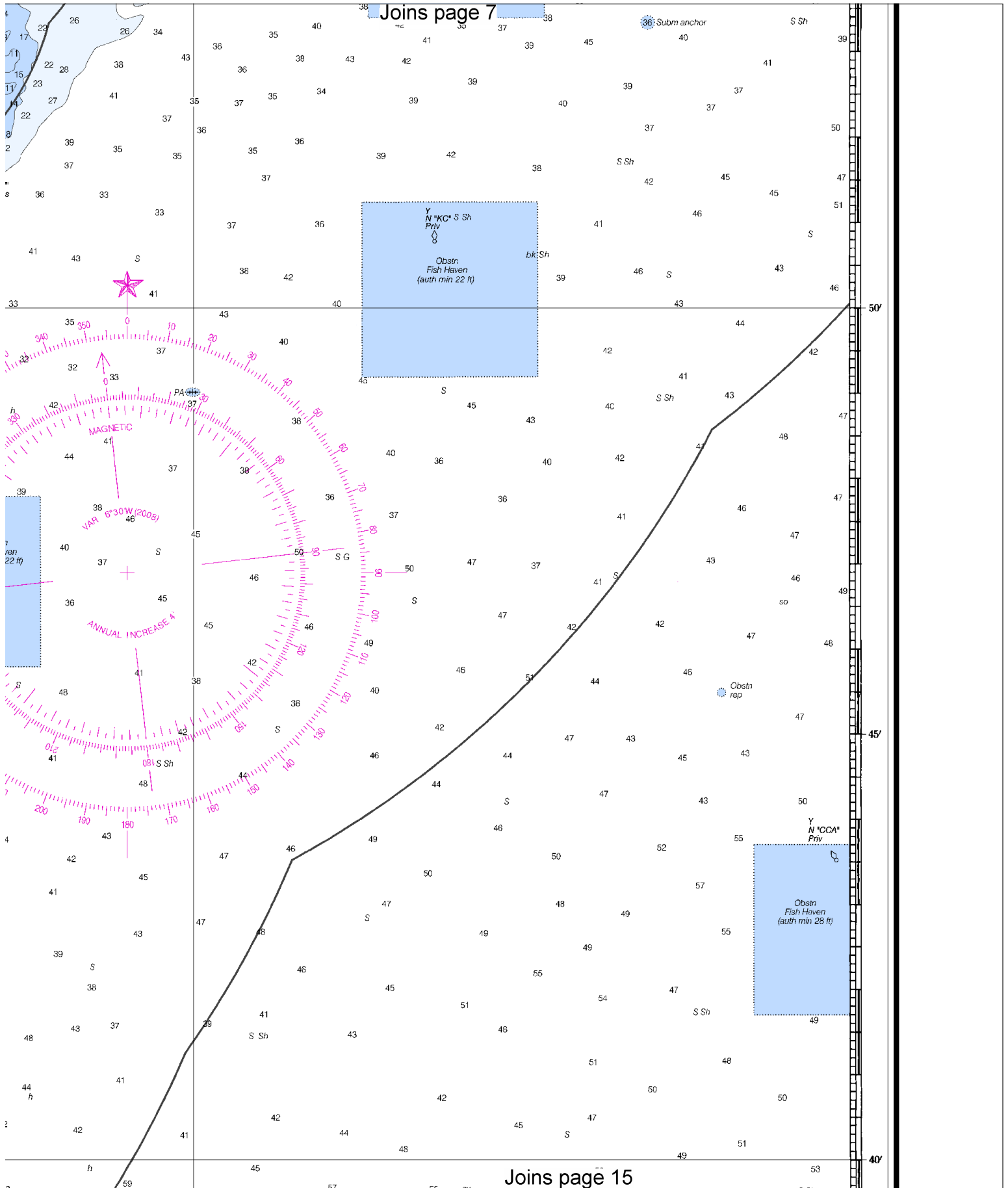


Printed at reduced scale. SCALE 1:80,000

See Note on page 5.







Joins page 8

40°

35°

31°

30°

Joins page 16

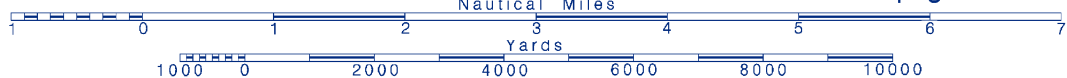
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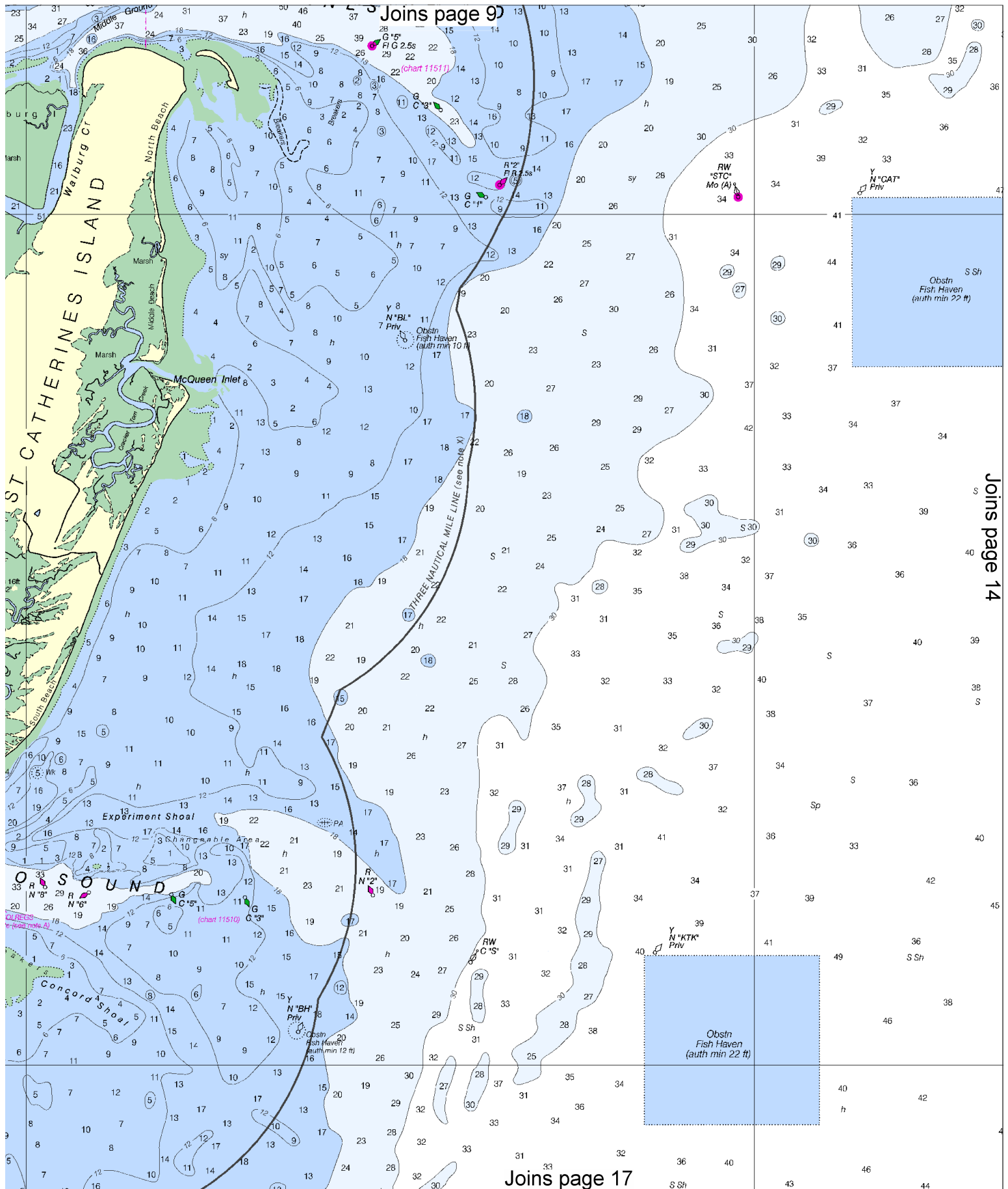
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SCALE 1:80,000

See Note on page 5.



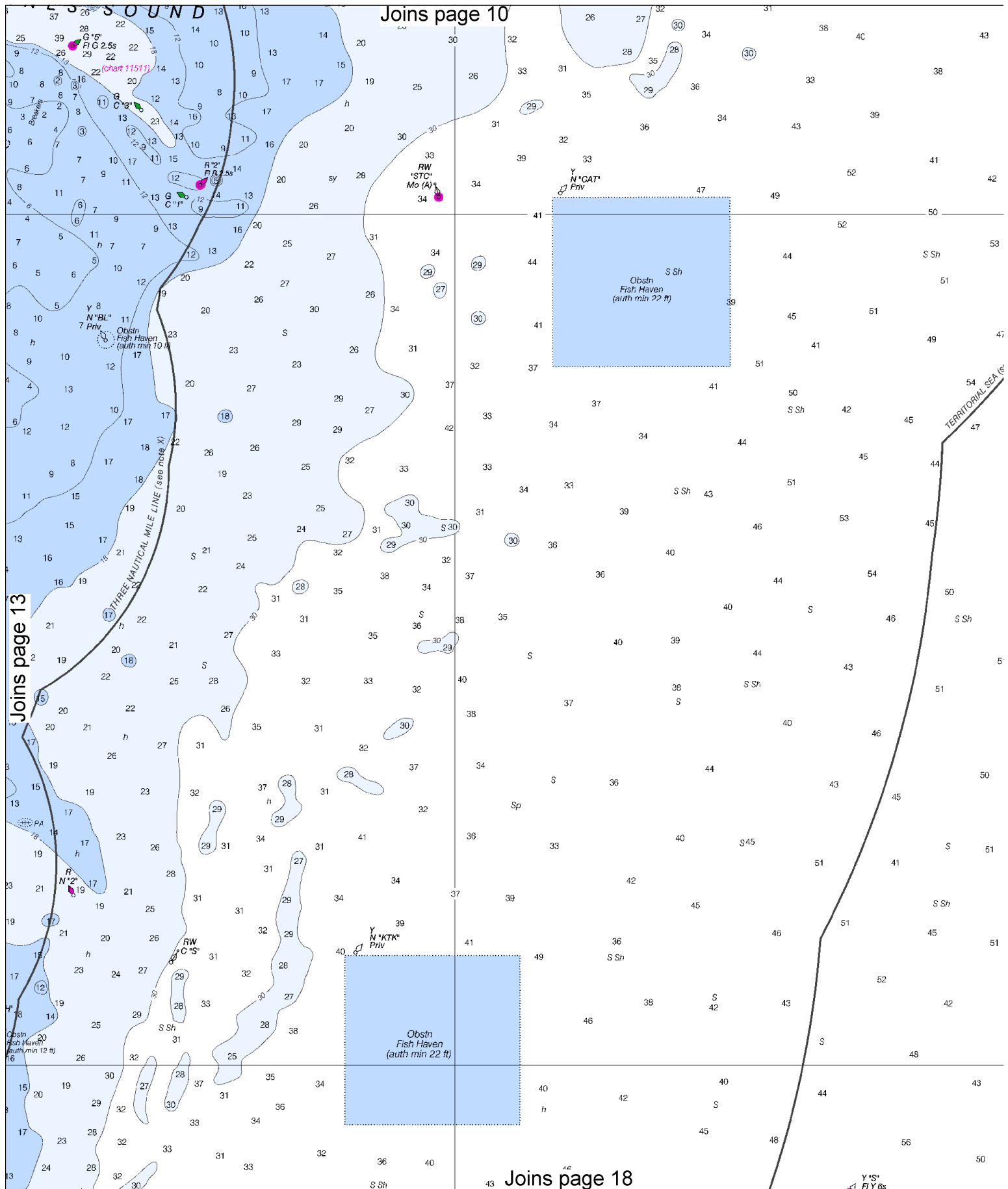




Joins page 9

Joins page 14

Joins page 17



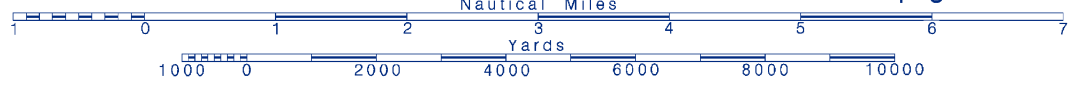
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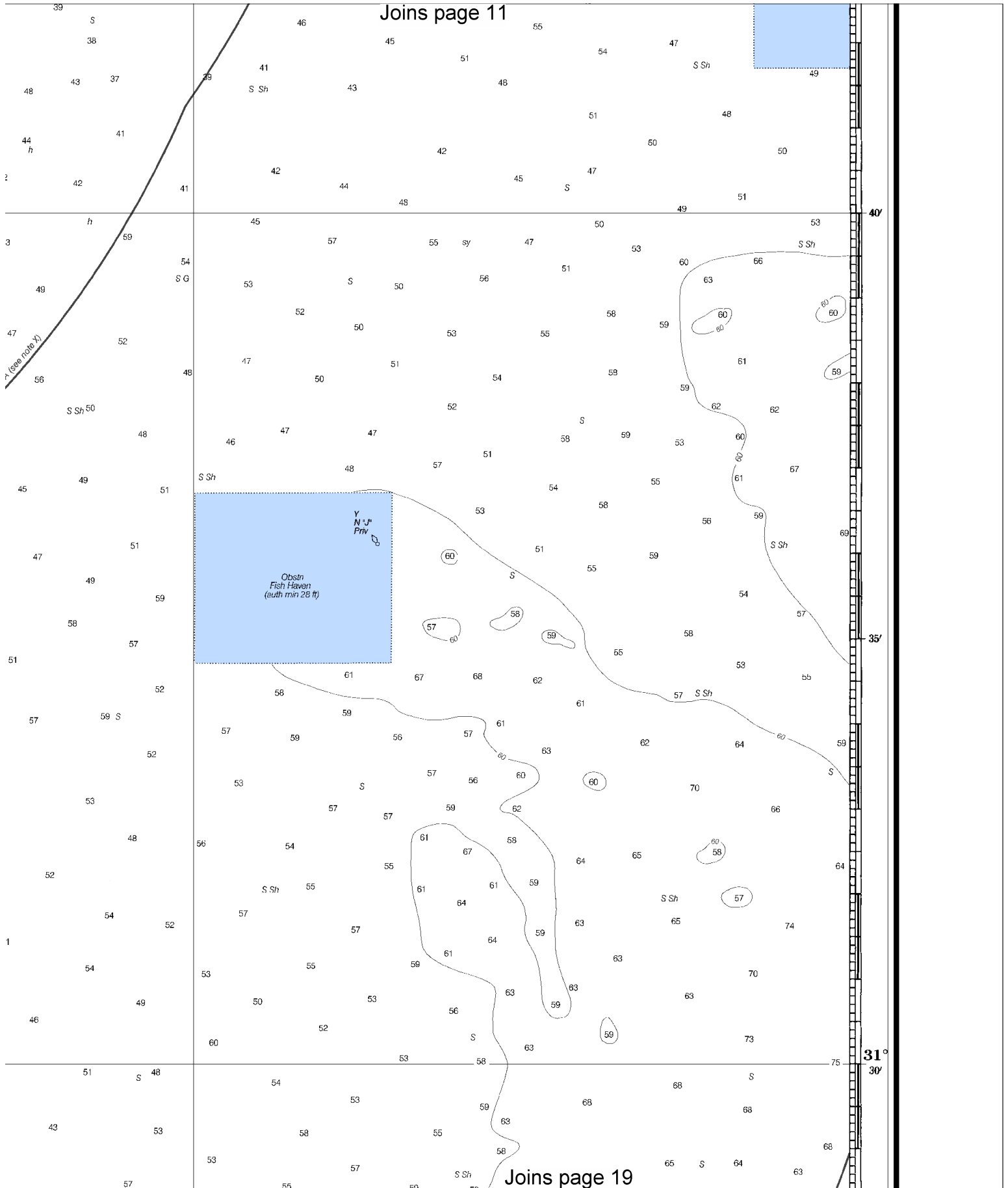
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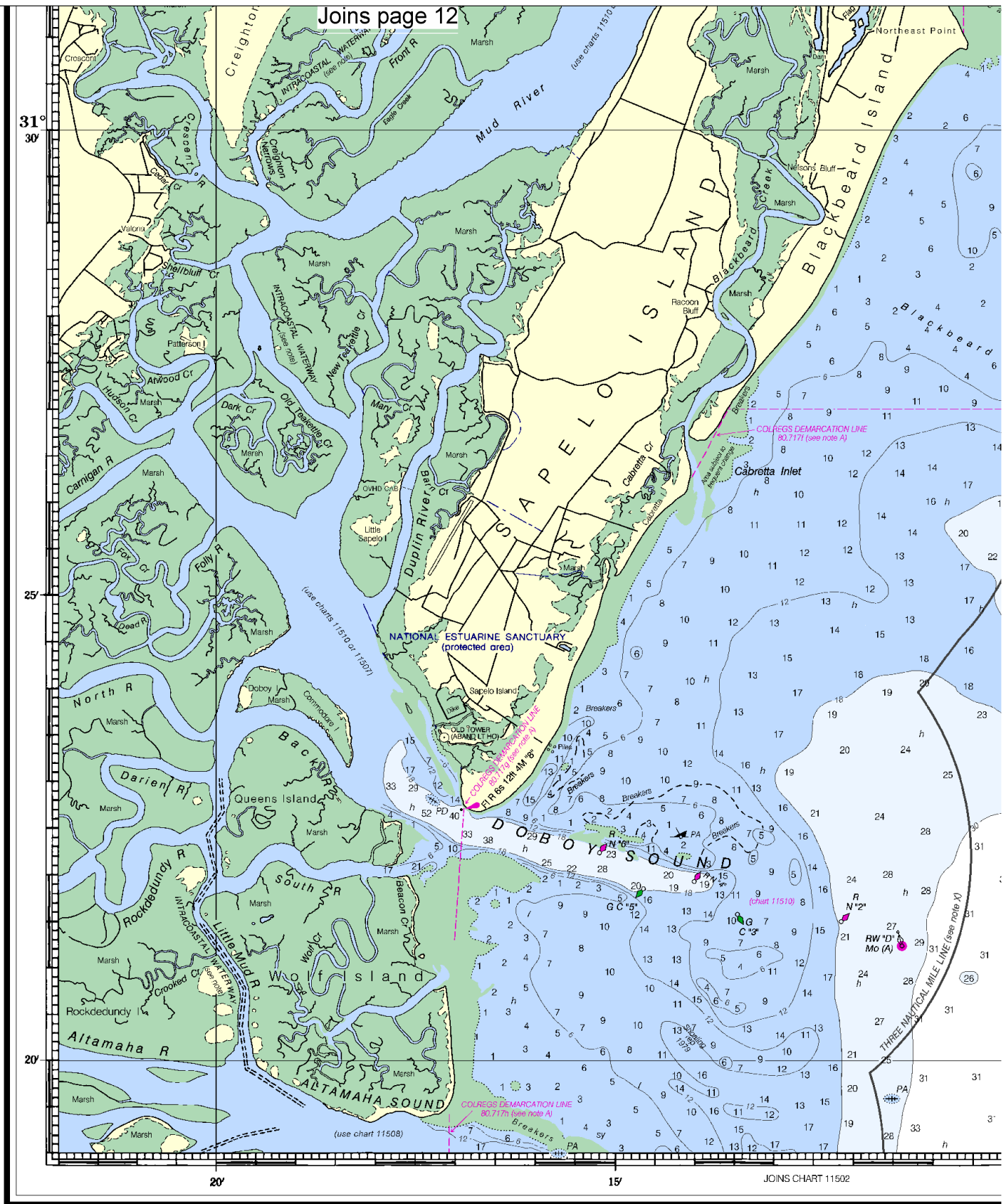
SCALE 1:80,000

See Note on page 5.









31st Ed., Oct./08 ■ Corrected through NM Oct. 18/08  
Corrected through LNM Oct. 14/08

**11509**

LORAN-C OVERPRINTED

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**NOTE S**

Regulations for Ocean Dumping Sites are contained Additional information concerning the regulations and re sites may be obtained from the Environmental Protec U.S. Coast Pilots appendix for addresses of EPA offices. the survey dates may have reduced the depths shown.

**16**



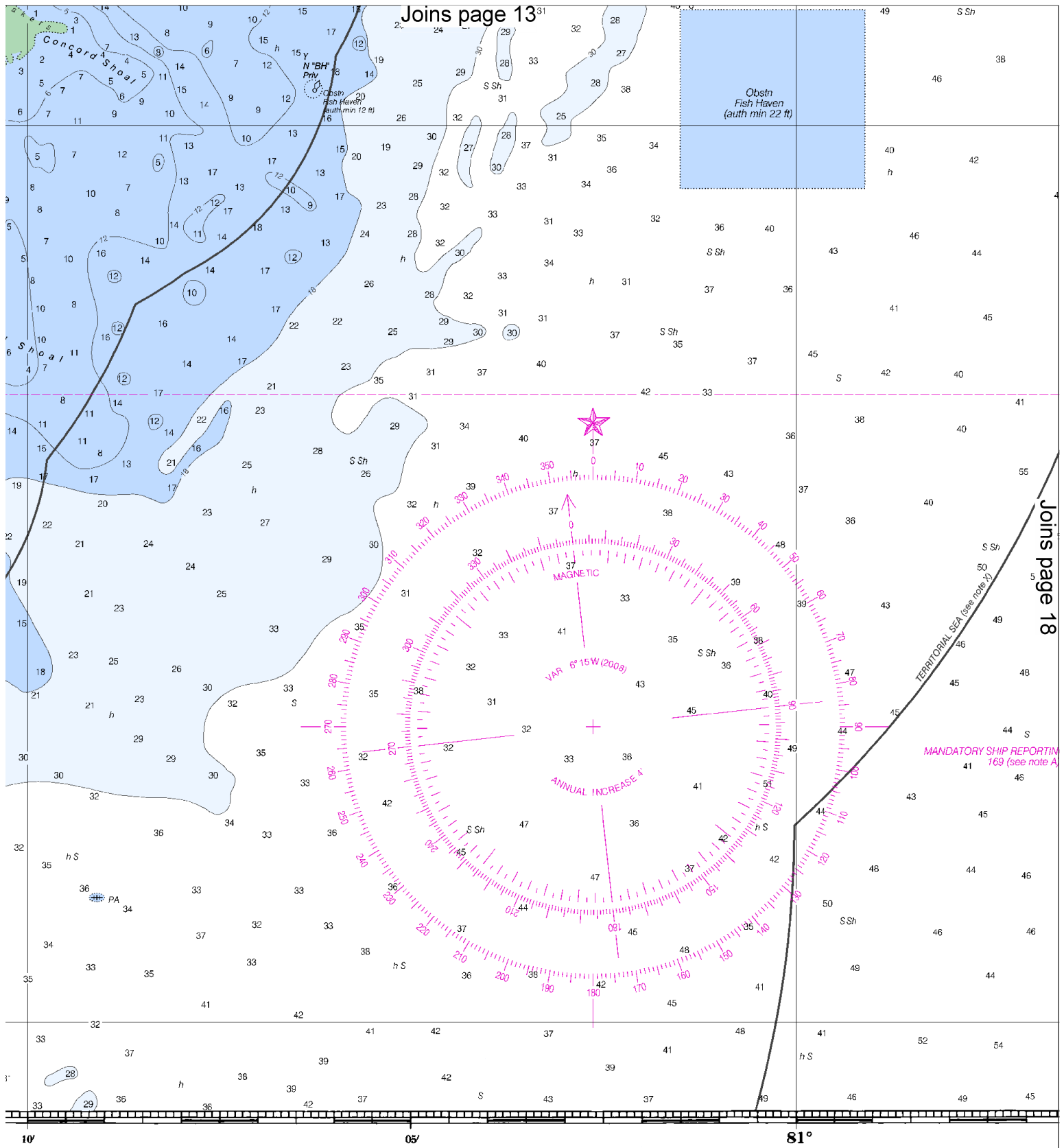
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





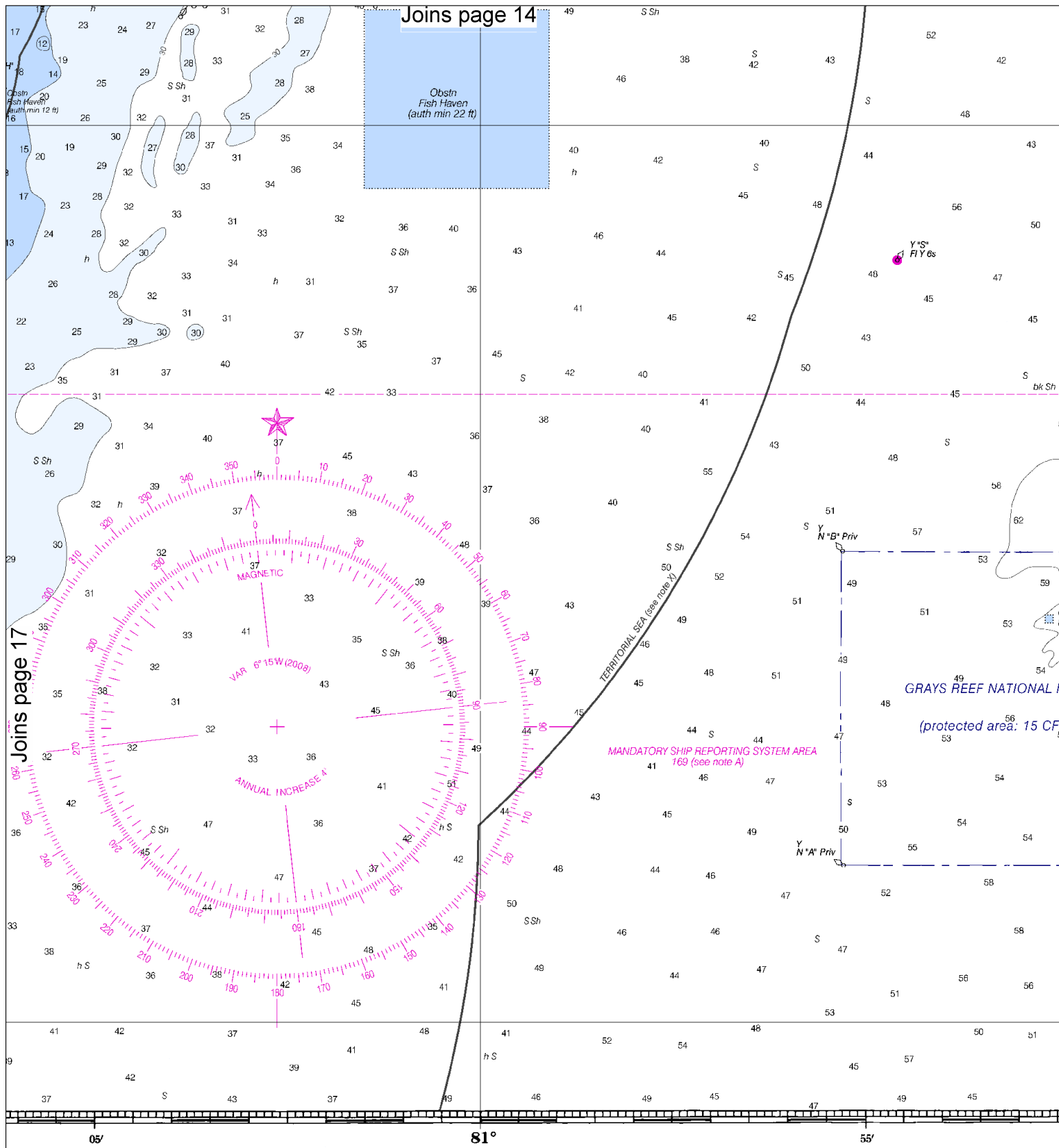


ed in 40 CFR, Parts 220-229.  
requirements for use of the  
ector Agency (EPA). See  
is. Dumping subsequent to  
n.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous sub-  
stances to the National Response Center via  
1-800-424-8802 (toll free), or to the nearest U.S.  
Coast Guard facility if telephone communication  
is impossible (33 CFR 153).

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

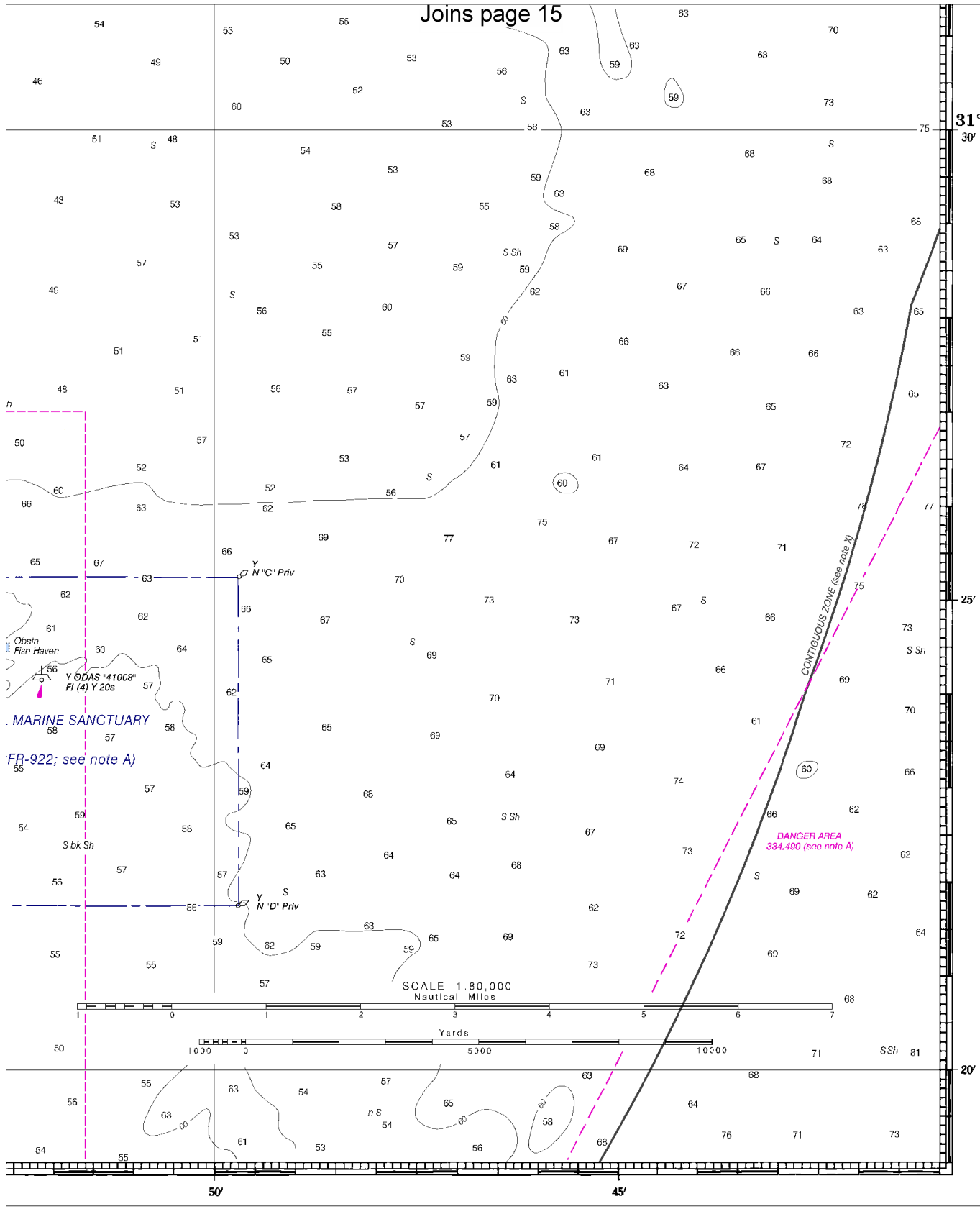
**SOUND**



Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

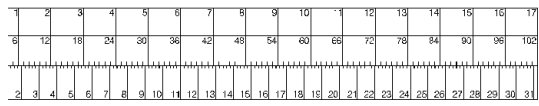
**SOUNDINGS IN FEET**

FATHOMS	1
FEET	6
METERS	1.2



ED NO. 31

NSN 7642014010197  
NGA REFERENCE NO. 11BC011509



Tybee Island to Doboy Sound  
SOUNDINGS IN FEET - SCALE 1:80,000

**11509**  
LORAN-C OVERPRINTED



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Tybee** – 912-786-5440

**Coast Guard Brunswick** – 912-267-9010

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**GA Dept. of Natural Resources** – 800-241-4113

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).